

The Times-Dispatch.

PUBLISHED DAILY AND WEEKLY AT
THE
TIMES-DISPATCH BUILDING.

BUSINESS OFFICE, NO. 516 EAST MAIN STREET.

Entered January 27, 1903, at Richmond, Va., as second-class matter, under Act of Congress of March 3, 1879.

Washington Bureau: No. 501 Fourteenth Street, Northwest Corner Pennsylvania Avenue.

Manchester Bureau: Carter's Drug Store, No. 1102 Hull Street.

Petersburg Headquarters: J. Beverley Harrison's, No. 109 North Sycamore Street.

The DAILY TIMES-DISPATCH is sold at 2 cents a copy.

The SUNDAY TIMES-DISPATCH is sold at 5 cents a copy.

The DAILY TIMES-DISPATCH, including Sunday, in Richmond and Manchester, by carrier, 12 cents per week or 50 cents per month.

THE TIMES-DISPATCH, Richmond, Va.

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| Weekly (Wed.) | 1.00 | .50 | .25 | |

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TUESDAY, MARCH 28, 1905.

For Greater Richmond.

The Council Committee on Charter, Ordinances and Reform is for Greater Richmond. By the decisive vote of six to two the committee last night voted to recommend the extension of the corporate limits along the broader lines advised by the joint committee on progress. This result followed an interesting discussion, in which both the advocates and opponents of annexation were fully heard.

Notwithstanding the assertion of a member in opposition that The Times-Dispatch and others had talked claptrap and tomfoolery and made absurd proposals, we think that all fair-minded men who heard the debate will agree that those who spoke in favor of greater expansion overwhelmed with their argument the objections of the objectors. The committee, we are gratified to know, seem to have taken this view.

So far, so well. The first step in the movement for more territory and a greater Richmond has been taken, and with entire success. Let the friends of the cause renew their interest and efforts and work with increased zeal. They have good cause for hope and enthusiasm. Let them press forward. The matter now goes to the Council, and there the battle must be pressed.

One of the main arguments urged against extending the city limits northward is that in doing so we would be taking into the corporation a number of manufacturing enterprises and territory, which should be reserved outside the corporation for other such enterprises. The objectors contend that if this territory be taken in, we cannot hope to have new factories built, and that we will run a great risk of driving away those factories which are already here, because they cannot stand city taxation.

In saying this they are proclaiming to the world that manufacturing industries cannot live in Richmond under the present rate of taxation, and if that be true Richmond is in a bad way, and will go backward instead of forward, unless we apply the remedy. We cannot afford as a community to make any such proclamation, least of all can we afford to have such a condition within this municipality.

But the statement is not true. There are many manufacturing enterprises within the corporate limits of Richmond and they are doing first rate. They pay more taxes than factories on the outside, but they get value received in the way of city conveniences and city protection. At a former meeting of the committee a speaker said that he was urged in building a new manufacturing plant to go outside the corporation to escape city taxes, but that he did not entertain the proposition for the simple reason that there was more than compensation for the extra taxes in the conveniences and protection which he received.

This is a serious question. If taxes in Richmond are too high for manufacturing concerns they must be lowered. We cannot exempt such concerns from taxation, and we should not do so. We cannot give them a lower tax, for under the Constitution the rate must be uniform as to all property of the same class. But we can accomplish the same thing by making the assessment reasonable. We should assess manufacturing plants according to their value, if not actively employed and not according to the value which is given to them through the energy and intelligence and spirit of the men who carry them on. Let us adopt this principle of assessment and let us proclaim the fact far and wide, so far from driving manufacturing plants away, we will induce others to come in. Civic progress is never a menace to industry.

Electric Railways.

Referring to the discussion between the Montgomery Advertiser and The Times-Dispatch as to where the first electric railway line was operated, the Charlotte Observer says that it cannot be drawn into the controversy. "Settle your difficulties among yourselves," says our amiable and modest contemporary. "We set up no claim for North Carolina that we cannot establish."

That is more liberal than we had expected from the Observer, as that esteemed contemporary is in the habit of claiming everything on general principles for

the Old North State. As for the word which the Observer could not make out, the printer took liberties with it and made some sort of a combination that looked like lino-type pl. but it was written "channel," which the Observer will readily recognize as the North Carolina way of saying challenge. At least that was the way in some parts of North Carolina when the base-ball fever broke out twenty-odd years ago.

Speaking of American street railways, an interesting history of them has recently been sent out from Washington, in which it is stated that the first passenger car for New York city was built in 1825. It was drawn by horses over strap rails laid on stone ties and this method was still in use at the close of the Civil War. It was not until 1873 that the cable car system was introduced. The cable car became very popular and enormous sums of money were spent in construction. But as soon as the electric railway came in, the cable roads began to go out, and their use to-day, says the Washington writer, is practically confined to three cities—Chicago, San Francisco and Kansas City—in the last two of which the heavy grades discourage the adoption of electricity as a motive power. The development of the trolley lines is told in the following figures:

During the twelve years from 1890 to 1902 under the electric impulse, the total single track mileage for street railways increased from 8,123 to 22,677. The mileage of electrical lines alone increased during this period from 1,932 to 21,007. The decrease of the mileage of other systems during these years tells its own story. Cable lines fell off from 488 miles to 241, steam lines from 711 to 170, and horse and mule line from 5,582 to 283.

Between 1890 and 1902 the cost of street railway construction and repair increased from \$38,000,000 to \$125,000,000, or almost 45 per cent; operating expenditures increased from \$12,000,000 to \$19,000,000, or 58 per cent; the number of fare passengers carried increased from 2,000,000 to 4,750,000, or 136 per cent. In the year 1902, 18 per cent of the passengers were carried on transfers. There were seven times as many fare passengers on street railways in that year as there were fare passengers on steam railroads, and contrasting the earning capacity of the trolley with the steam railway, it is shown by a census bulletin that the great trunk systems of the United States in 1902 earned \$503,000,000 from passenger traffic, while the trolleys earned \$24,000,000.

Years ago this paper, in urging the enlargement of the electric railway service in Richmond and vicinity, contended that it was destined to be a most important agency in decentralizing the population and relieving the congestion in the cities. That proposition no longer needs to be demonstrated. The trolley has already in great part fulfilled its mission in this respect, and the good work is going on. The Washington writer, in speaking on this phase of the subject, says that from 1890 to 1902 the population of Manhattan borough, New York city, increased from 1,411,000 to 1,831,000, and of this increase 231,500 or more than one-half took place in that part of the island lying north of Eighty-sixth Street, the population of this section having doubled in ten years at a distance of more than seven miles from the southern extremity of the city. In Brooklyn and Queen boroughs the increase of population was more than 50 per cent, mainly in the outlying districts.

The same situation is noted in a more striking way in the city of Boston. Of the seven wards nearest to the business center of Boston five showed an actual decrease of population between 1890 and 1902, while in the outlying wards there was an increase of 91,000 inhabitants or nearly 5-6 of the total increase for Boston for these years. Moreover, the population of the immediately adjacent cities—Cambridge, Somerville and Chelsea—increased much more rapidly than the older parts of Boston.

Other figures are cited from other cities, all showing the same results everywhere. Richmond is no exception. The trolley has developed our outlying districts in a way that is most gratifying, and has enabled citizens to live miles away from their places of business without serious inconvenience. This fact is to be taken into consideration in extending the city's boundaries. With our splendid electric railway service reaching out in all directions the city ought to occupy a much larger area than could have been in the days of horse cars. When a man gets on an electric car it matters little to him whether he rides twenty blocks or forty blocks. The cost is the same, and the matter of time is only a few minutes.

Under such conditions it is absurd and almost criminally absurd for people to be huddled together in long rows of tenement houses, three and four families in a house. Trolley has come as nature's own relief for an abnormal state of things, and if we do not take the relief thus afforded, it is our own stupid fault.

A Most Important Official.

There is intense interest throughout Virginia in the political contest this year. There is interest as to who will be the next Governor of Virginia, and who will be successor to Hon. Thomas S. Martin in the United States Senate. It is well that there should be interest. These are important offices, and it is important that the best man for each position should be nominated and elected.

But The Times-Dispatch holds the opinion that the most important office to be filled in Virginia this year, so far as the people at large are concerned, is that of Superintendent of Public Instruction. The public school system in Virginia is making progress, and the time is auspicious for a forward movement. Public sentiment is ripe for it. The friends of popular education were never quite so numerous, never quite so earnest and enthusiastic as they are today. But every cause must have a leader, and the leader of this cause is logically and necessarily the Superintendent of Public Instruction. He must be in all respects a leader and a worthy leader. He must be both an educated man and an educator. He must be a teacher as well as a scholar. He must be a man of strong intellectual force and a man of strong moral force. No weak-minded man, nor half-hearted man, can be a leader of anything. It is essential, of course, that he should be a man of character, that he should be devoted to the

work, that he should engage in it with the spirit that prompts the true man to preach the gospel. All this goes without saying. It would be a disgrace for a self-seeking politician, who had no higher ambition than to hold office and draw his pay, to aspire to a noble mission like this. But, in addition to these qualifications, we insist that the Superintendent of Public Instruction must be in mental force, culture and training an educational leader; a man who is capable not only of leading the forces behind him, but of making judicious and tactful crusades into the ranks of the opposition and conquering all the foes of public education. He should be able to command the respect and confidence of all the people, and he should be able to fire with his own enthusiasm the county superintendents, the teachers, the boards of supervisors, the school boards, the tax-payers, and all the people. Such a man would do more than all other forces combined to advance the cause, for he would organize all the forces and put them into active operation.

In this noble cause let the friends of education put aside all questions of personal preference or favoritism and go out and find the man for this place; such a man as has been described, and put him into the position, whether or not. When the right man is found he can no more decline to serve than can a man decline a call to lead the soldiers of his country in time of war.

The Church and the Stage.

A sensational preacher in Chicago, whose main purpose, we fear, was to attract notice to himself, said on Sunday last that the theatre was a greater moral power than the pulpit. "I believe," said he, in concluding his discourse, "the stage is a religious institution and as such is growing greater. The theatre, will, I prophesy, one day rise to become the highest and most powerful exponent of good."

There are good plays and there are instructive plays and incidentally good lessons may be learned from them. But the absurdity of this preacher's claim is apparent when it is remembered that the sole object of the church is to promote morals and religion, to make men better and to save them from sin, while the main object, if not the sole object of the theatre, is to make money. There may be some honorable exceptions; we hope there are; but as a rule, men and women do not go on the stage for the purpose of teaching religion and theatres are not run for that purpose, and it is to the credit of theatrical managers that they do not set up the claim made by the Chicago preacher that the stage is a religious institution. With them it is a business institution and is run for gain. If there were no profits in the theatrical business it would soon be discontinued. The theatre cannot be run both as a money-maker and a religious institution. Business is business.

The steamer on which the Kaiser has just started for a holiday cruise was put at His Majesty's disposal by a well known steamship company. One advantage in being an emperor is that nobody is going to call you a grafter.

The United States treasury is said to be suffering with a deficit of \$90,000,000, but all the fellows at the pie counter, great and small, go right on drawing their salaries.

The battleship Kansas, according to Governor Hoch, is to be christened with oil instead of champagne. This will at least be a novel way of getting some oil on the troubled waters.

Judge Parker refuses to go back on the bench. He has found that an eligible seat in front of the bench pays better.

Justice Brewer's proposition to have the Golden Rule applied to the trusts is all right if you can make it apply.

After all, March has been behaving itself with more than the usual decency and decorum.

Linevitch is fast approaching a point where he can fully enter into the feelings of Stoessel and Kurapatkin.

The boll weevil is said to be thawing out in Texas to get ready for the summer campaign.

The millinery ads. are just another sign of spring.

PURITAN CIDER IS PURE.

Analyses of Best Chemists Show It to be Harmless.

Several weeks ago The Times-Dispatch printed reports from William A. Thorpe, that the impression prevailed there, at least in certain quarters, that the death of Gurley Thorpe was caused by drinking "Puritan apple cider." Analyses of five samples of the cider, drawn from the original packages at Williamsburg, have been made by one of the most reliable firms of chemists in the South, who pronounce the cider pure and harmless. Dr. J. Blair Spencer, who attended Mr. Thorpe and was a witness before the coroner's jury, gives a certificate in which he expresses the belief that Thorpe could not have been killed by drinking the cider. The Puritan cider is sold by a conservative and reliable firm who would not interest the quality of their goods.

The certificates referred to are as follows: To Whom it May Concern: This is to certify that as one of the attending physicians to Gurley Thorpe, I was present at his death and was informed by the coroner's jury that Thorpe was killed by drinking "Puritan apple cider." After having analyzed several samples of this cider, I have found it to be pure and harmless, and I have no doubt that it was the cause of his death. (Signed) J. BLAIR SPENCER, M. D.

We hereby certify that we have personally drawn a considerable number of samples from the original packages of "Puritan" pure apple cider, Williamsburg, and analyzed them at other places, and after careful analyses have invariably found it to be pure apple cider and absolutely free from narcotic of any kind. (Signed) FROELING & ROBERTSON.

NO OTHER REMEDY

Can take the place of the celebrated Hostetter's Stomach Bitters in the thousands of homes in which it has once been used. The knowledge of its value is rapidly spreading, and it is consequently a never without it. It positively restores the appetite, builds up the run-down system and cures Dyspepsia, Indigestion, Constipation, Bilelessness, Headache, Spindling, Cold, Cough, Catarrh, or Female Disorders. We urge a trial.

HOSTETTER'S

"LARAN"
A New Arrow
QUARTER SIZES, 150, EACH; 2 FOR 50C.
OLUETT, PEABODY & CO.,
MAKERS OF OLUETT AND HONORABLE ARROWS

RYMES FOR TODAY

Song of the Influenzillus.

Dr. C. J. Abbott declares that influenza is disseminated by express trains and steamships, and that towns served only by slow trains escape the disease longest.

My ambition is to bring on melancholia, I give a lot of pain; I attack the weak, the aged and infirm; I get in them and proceed to raising Cain.

My ambition is to bring on melancholia, To dishearten and discourage and depress, And my private chemie to bring on an epidemic— Good-bye! I've got to catch the fast express.

Oh, China was my cradle and my birth; She scattered me by telegraph and rail; Bakula sent me warning over the earth.

To spread abroad my rather painful Oh, many men have tried in vain to slay me— Still I hurry on my message of distress.

And I move with greatest quickness in my work of spreading sickness, Good-bye! I've got to catch the fast express.

Let cholera, morbus go along on foot, Let mumps and measles move at creeping rate, Let scarlet fever stay where she is put, And cholera and German rush on by freight.

But I'll take the fastest train in sight, I'll take the commonest road and least Let me brave grow damp and dead— It is my duty to be speeding.

Good-bye! I've got to take the last express.

Why Not Sustain the Wednesday Club?

Editor of Times-Dispatch: Sir,—Referring to an article which recently appeared in the News-Leader, under this title, one perfectly familiar with musical conditions in Richmond, would like to make a few remarks.

When the Wednesday Club, which had been organized as a secular club, by Mrs. Meloney and Misses Williams, with Misses Nellie Rogers, Zelle Minor, and Louise Williams, and Messrs. Meloney and Arthur Servant as charter members, was converted into an oratorio society, it was with the avowed purpose of cultivating a knowledge of and love for the highest standard of music, thereby raising the standard of our church music and to develop and encourage home talent, which purpose has been accomplished, as everybody well knows.

It grew steadily in public favor, its policy being to conduct during the winter months, at its spring festivals, at the same time utilizing local talent wherever possible. The Wednesday Club, under the leadership of Mrs. Meloney, has been a success. It has been a success in the past, and it is a success in the future. It has been a success in the past, and it is a success in the future. It has been a success in the past, and it is a success in the future.

While at Manila Secretary Taft will transact some highly important business concerning the new Philippine railways. He will then consider any bids which may have been offered for the commission and conduct the award. By the Cooper act of the last Congress the Philippine Commission was authorized to guarantee 4 per cent on the bonds issued by the builders of the projected railways, which will comprise about 90 miles in the entire country. It has been the plan of the War Department to give the whole concession to one concern, but the bids and offers have been so few that it may be necessary to split the concession into a number of short lines.

One of the most serious problems in the arranging of a satisfactory agreement with the English owners of the Manila and Dagupan road, the only line in the archipelago at the present time. Unless it will be necessary to build a parallel line from Manila to Dagupan, something that is to be avoided, if possible, it will mean smaller profits for both lines. Secretary Taft has been told by representatives of the existing road that it is for sale at an arbitrary price to the concessionaries of the new lines in the islands.

Members of the Party.

Following is the complete list of those who will accompany Secretary Taft: Mr. Elitha Root, ex-Secretary of War; Senators, Allison, of Iowa; Daniel, of Virginia; Dubois, of Idaho; Foster, of Louisiana; Long, of Kansas; Neveland, of Nevada; Patterson, of Colorado; Scott, of West Virginia; Stone, of Missouri; Warren, of Wyoming; Speaker Cannon, Representative Bourke Cockran, of New York; Cooper, of Wisconsin; Crumpacker, of Indiana; Curtis, of Kansas; Gillett, of Missouri; Ross, of Illinois; Gillett, of Massachusetts; Grosvenor, of Ohio; Hepburn, of Iowa; Hill, of Connecticut; Howard, of Georgia; Jones, of Virginia; Longworth, of Ohio; McKinley, of Ohio; Sherman, of New York; Scott, of Kansas; Sherley, of Kentucky; Smith, of Illinois; and Watson, of Indiana; and others.

L. WAGNER DRUG CO.

has earned the reputation of selling nothing but

RELIABLE DRUG STORE

GOODS!

This reputation has been gained by honest and fair dealing, not by cutting quality or price. We always have found as low as the lowest quality drug store goods. We have everything needed for prescription work and a complete line of sick room necessities and comforts. Invalid Foods, Feeding Cans, Medicine Glasses, Ice Caps, Syringes and Water Bottles, Bed Pans, Urinals, Rubber Sheets, Bandages, Gauzes, Absorbent Cotton, Disinfectant, Chamberlaine, Bath and Bed Room Thermometers. In fact, we have anything you or your physician may need or desire.

Questions for Senatorial Candidates.

Editor of The Times-Dispatch: The Commonwealth of purposes and policies of State government having been issued by the various gubernatorial candidates, and the promises of disunity and property and amount approved, now that we are so concerned in the great and vital national issues of the day, we would like to know the true state of affairs, and what you, as a candidate, have to say for yourself.

Richmond, Va.

Big Fire in Alabama. MONTGOMERY, Ala., March 27.—A special train from Mobile, Ala., says that the business portion of the town was destroyed by a fire to-day, the approximate loss is given at \$50,000, with insurance amounting to about one-fourth of that amount.

DANIEL AND JONES WILL MISS FIGHT

Will be First Time Since War Senator Has Failed to Take Part in Virginia Campaign.

PLANS FOR PHILIPPINE VISIT

Party Will Include About Fifty People—Important Business to be Transacted.

(From Our Regular Correspondent.)

WASHINGTON, D. C., March 27.—The suggestion that Representative Jones, before starting for the Philippines, the first of July, would make some speeches in the senatorial campaign in Virginia, is followed by a similar suggestion in the case of Senator Daniel, who will be of Secretary Taft's party also. But, while Mr. Jones would speak for Governor Montague, Senator Daniel would appear in behalf of Senator Martin. It is not known certainly that either of the gentlemen publicly advocates any candidate for the Senate. Neither has said whether he will do so. It is likely, however, that Mr. Jones may make one or more speeches in behalf of Governor Montague. It is not thought likely that Senator Daniel will make a speech in behalf of a candidate, but it is understood that he will take occasion to let the people know that he believes it will go to the best interest of the State to return Senator Martin to his seat.

The absence of Senator Daniel from the campaign, which, while not between parties, will be the most hotly contested in the history of the State since the days of Readjusterism, will be remarkable. The senator has taken a part in every contest the Democratic party has waged since the war, and four years ago he came out in favor of the Democratic ticket in the gubernatorial contest. He does dearly love the sound of a drum, as one of his admirers expressed it at the St. Louis convention, speaking of the senator's love of a fight. It is more than likely that he will be to remain in Virginia this summer he would find himself unable to resist the temptation to take a hand in the contest for the Senate, and, probably, in the gubernatorial mix-up also.

Plans of Party.

In Secretary Taft's party will be about fifty people, including many of the leading names of the party, and some of whom will take members of their families, and Miss Alice Roosevelt and ex-Secretary of War Root. The party will meet in San Francisco, according to the present plan, at the time to sail on the Pacific mail steamship Manchuria on the morning of July 1st. The steamer will touch at Honolulu, Yokohama, Kobe, Nagasaki, and then go straight to Manila, where the party will remain for ten days. It is expected that the Philippine Commission, which bears the expenses of transportation of the government officials who take the trip.

After visiting Manila the party will take the government transport, Shikatan, and spend about ten days visiting points of interest, especially in the commercial ports of the southern islands. The Sheridan will then return to Manila, where the party will be picked up by the steamship Korea, which will stop at Hongkong, and then at the Japanese ports visited before, then at Honolulu, and from there to San Francisco, arriving about October 1st.

Railway Concessions.

While at Manila Secretary Taft will transact some highly important business concerning the new Philippine railways. He will then consider any bids which may have been offered for the commission and conduct the award. By the Cooper act of the last Congress the Philippine Commission was authorized to guarantee 4 per cent on the bonds issued by the builders of the projected railways, which will comprise about 90 miles in the entire country. It has been the plan of the War Department to give the whole concession to one concern, but the bids and offers have been so few that it may be necessary to split the concession into a number of short lines.

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Richmond, Va.

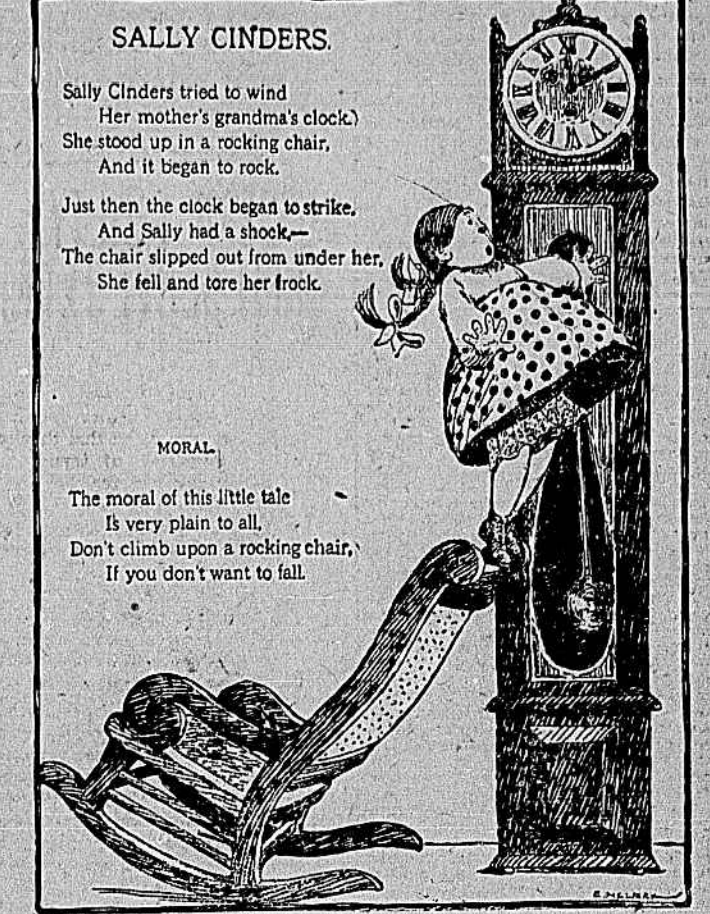
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HOW'S THIS?
El Paso, Texas, Feb. 20, 1904.
Gentlemen,—Express me at once 100 "Straus Resagos." Enclosed find \$4.00 to pay for same. Be sure and send light colors, as they are as good as any 10c. cigar I have ever smoked.
Truly yours,
C. D. BLACKWELL.

THIS IS CONVINCING.
TRY THEM YOURSELF.
STRAUS' RESAGOS, 5c Cigars, \$4.00 Per 100.
STRAUS CIGAR CO.,
517 EAST MAIN STREET.

LUMINOUS LAUGHS AT LUNCHEON

By LYMAN F. GEORGE.
(Copyright, 1904-6, by George Book Pub. Co., Boston, Mass.)



THIS DAY IN HISTORY

March 28th.

- 1520—Death of Raphael, the celebrated painter.
- 1532—Canada ceded to France.
- 1804—At the request of the American minister, Napoleon Bonaparte sent a minister to Tripoli, requesting the Bey to liberate the officers and crew of the frigate Philadelphia.
- 1814—General Hull sentenced.
- 1829—The journey from New York to Boston was made in twenty-one hours by stage.
- 1802—Pinchot Pallas discovered.
- 1837—Jacob H. Gallinger, United States senator of New Hampshire, born.
- 1854—England opened the Crimean War by declaring hostilities against Russia.
- 1861—Albert Bear, Kittredge, United States senator of South Dakota, born.
- 1864—Secretary of the Navy Welles advertised for negro seamen to join the United States navy, because of the scarcity of white sailors.
- 1874—John G. Whittier, General Banks and Charles Francis Adams were among the candidates voted on to succeed Charles F. Sumner as United States senator of Massachusetts.
- 1884—The Cincinnati, Ohio, jail was stormed by a mob of 10,000 people in an effort to lynch William Berner, an alleged murderer, who escaped.
- 1894—Governor William McKinley, of Ohio, appealed for international trade reciprocity in a speech at Minneapolis, Minn.
- 1898—Maine court of inquiry report: "Destroyed by mine."
- 1899—Antonio Salvi died.
- 1903—The Cuban Senate adopted the United States reciprocity treaty and recommended ratifications were exchanged on March 31st.
- Cambridge defeated Oxford University (England) in the annual track athletic games.
- A strike in the Lowell, Mass., cotton mills was declared; twenty thousand operators thrown out of work.
- 1904—United States senator Joseph R. Burton, of Kansas, was convicted at St. Louis of accepting a bribe.
- 1904—The French Chamber of Deputies passed a bill debarring the religious orders from teaching in France; the vote stood 316 to 239.

PLANNING MEETING OF DIAZ AND ROOSEVELT

Will Clasp Hands on Bridge, Each Remaining on His Side of Boundary Line.

(By Associated Press.)
LARK, TEXAS, March 27.—Efforts are being made by local parties well known in Washington and the City of Mexico, to bring about a meeting between President Diaz and President Roosevelt, when the former comes to the southwest next month. It is believed that the President will be in Mexico, but no such formal invitation has been received. It is believed that the two Presidents would grasp hands on the bridge over the Rio Grande River, each remaining on his respective side of the boundary line.

NEW TUNNEL OPEN.

First Engine Passes Through Big L. & N. Tunnel in Tennessee.

(By Associated Press.)
KNOXVILLE, TENN., March